P. T. LEGARÉ,
273, 275 rue St. Paul,
QUEBEC.

CLEVELAND BICYCLES

P. T. LEGARÉ,
273, 275 rue St. Paul,
QUEBEC.

Cleveland Bicycles

HEAD OFFICE

BAY AND FRONT STREETS,

TORONTO, CANADA.

WORKS

TORONTO JUNCTION, ST. CATHARINES,

BRANTFORD.

ONTARIO BRANCH
TORONTO, CANADA.

NORTH-WEST BRANCH
WINNIPEG, MANITOBA.

QUEBEC BRANCH
MONTREAL, QUEBEC.

MARITIME BRANCH
ST. JOHN, N. B.

THE CANADA CYCLE & MOTOR CO. LIMITED.
TORONTO, CANADA.

The Canada Cycle and Motor Co., Limited, as successors to H. A. Lozier & Co., are determined to maintain and increase the reputation and popularity of the Cleveland as the highest type of bicycle construction, and to insure it have placed their manufacture under the supervision of the same corps of mechanical experts who have been responsible for the work in the past.

P. T. LEGARÉ,
273, 275 rue St. Paul,
QUEBEC.

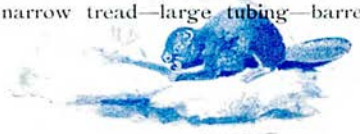
Introduction.

With the patriotic spirit so intense, and loyalty the keynote for most every transaction, the Cleveland might easily appeal for patronage on the lines of a Canadian Company employing Canadian capital, Canadian mechanics, Canadian machinery, in making an all-Canadian wheel for the Canadian people—but that's sentiment.

The Cleveland has won its spurs on its merits, and, while prestige and past reputation stand it in good stead, the cycling public—the prospective purchaser—will weigh it by its present worth.

The Cleveland for 1900 is the pacemaker in wheeldom because it has crystalized in its construction the very best workmanship—the best in materials and ideas that are right-down-to-the-minute, *par excellence*, the highest type in the art of bicycle construction to-day—its popularity and fame limited only by the boundaries of the two hemispheres—beyond competition and courting criticism in a constituency that has been well grounded in the appreciation of all the fine points in construction, development and improvement.

Starting with perfection as the goal the Cleveland has, season after season, been "going the past one better." A retrospective glance recalls many radical changes in the evolution of the Cleveland of the 80's to the Cleveland of 1900; among them are: Dust-proof bearings—the diamond frame, with level top bar—the introduction of the hardened block and pin, which prevents the chain stretching—the narrow tread—large tubing—barrel pattern, dust-proof

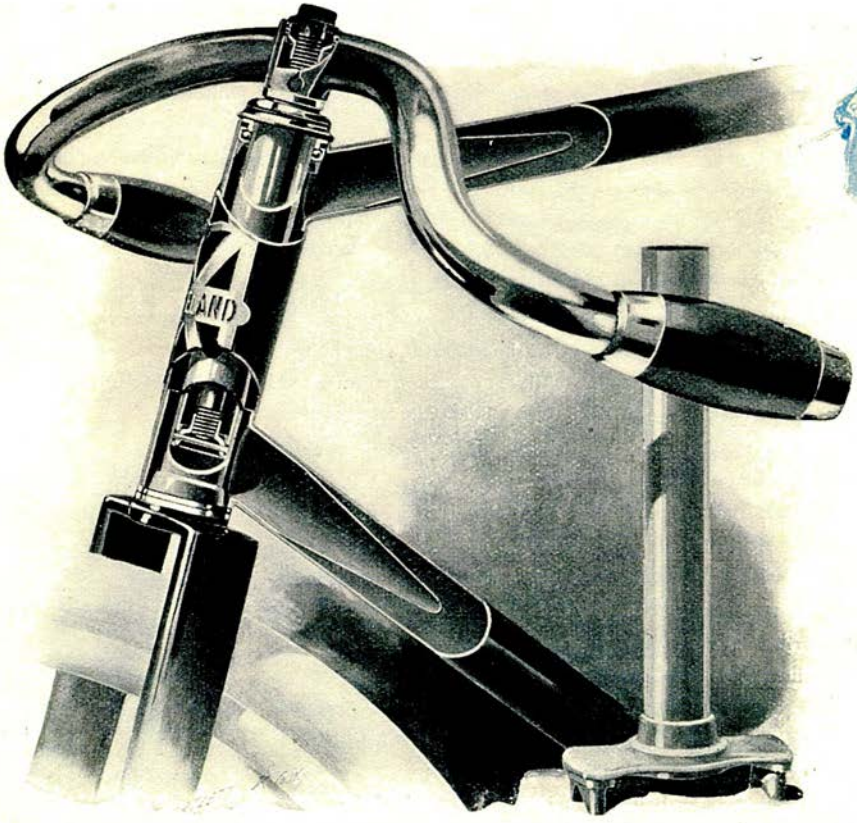


pedals—flush joints—combined ball and roller bearings—new method of constructing the crank yoke—flangeless hubs—skeleton gear case and safety dress guards—all evidences of a combination of capital and brain, on honor, to produce the best machine.

In the Cleveland of 1900 all the elements of beauty, strength, originality and high quality are blended, and while the general lines of construction nearly resemble last year's models, it will include many improvements—not fads—which skill and experience have deemed necessary in the aim at the ideal; here are some of them: Improvements in the cones—in the automatic oilers—ball and roller bearings—gear case—hubs—crown—fork sides and chain pin and bolt, all of which insure more rigidity and durability without marring the symmetry or sacrificing an iota of the easy-running power.

Almost a sensation last year was the introduction on the Cleveland of the combined ball and roller bearings, which marked one of the greatest gains in recent years in the reduction of friction. To help one to a better understanding of it, here's a comparison between the old and the new ideas: In the ordinary bearings the balls, while moving in the same general direction, are in reality revolving one against the other—the rear surface of one ball rubbing against the front surface of the next ball—this causes friction. The invention of the ball and roller bearing overcomes this fault; it consists of a steel cage so constructed that a small stationary roller is placed between each ball in the bearings. This roller moving as it does in unison with the balls prevents friction. Further improvements in the construction of the bearings this season allows the balls and rollers more freedom to play, and at the same time permits the rollers being more securely held. The perfection of this little detail alone is a triumph.

Illustrated on another page is the ball-head spoke. The improvement is an important one. On the hub end of the spoke is a small ball, which, under great pressure, is forged into the threads of the spoke, and the usefulness of it is in the fact that when the spoke is in position it never pulls out, and to remove it all that is



necessary is to loosen the spoke at the rim end and move to a right angle position.

The Cleveland "absolutely dust-proof" skeleton gear case — a popular feature — has been greatly improved by making the openings larger where the chain runs on and off the sprockets, and the side tubes have been enlarged and stiffened by the use of a rubber rib moulded on the four inside walls.

On the Cleveland for 1900 all the lock nuts on forks are counter bored, or recessed, making a very flush and neat appearance at the handle

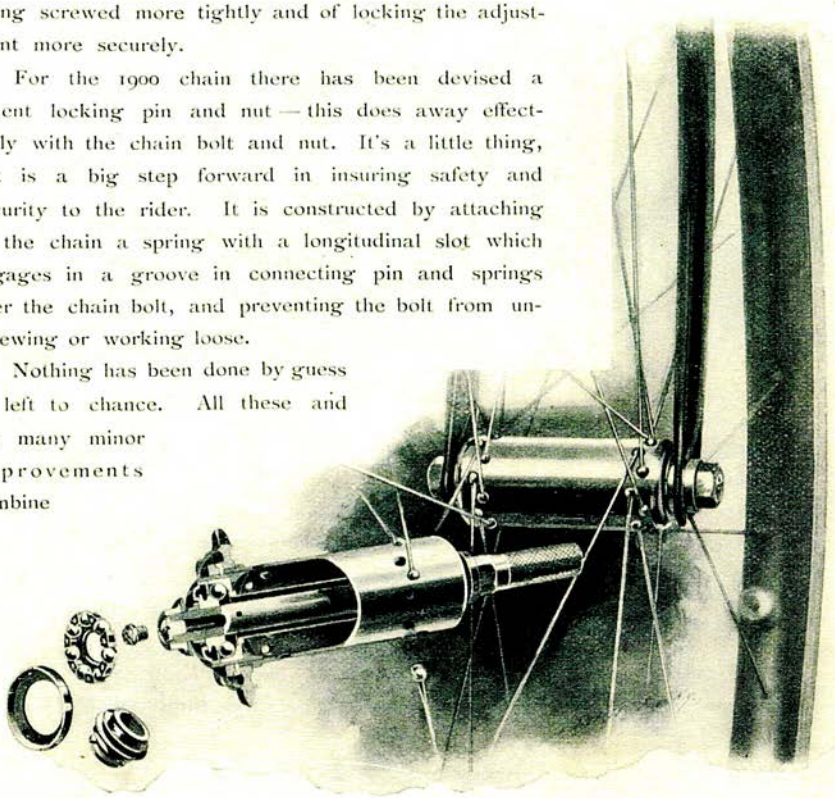
bar stem, and by dispensing with the left-hand thread used under the bolt head the handle bar bolt has been improved by substituting a lifting collar, which permits the loosening and adjusting of the bar without any possible damage.

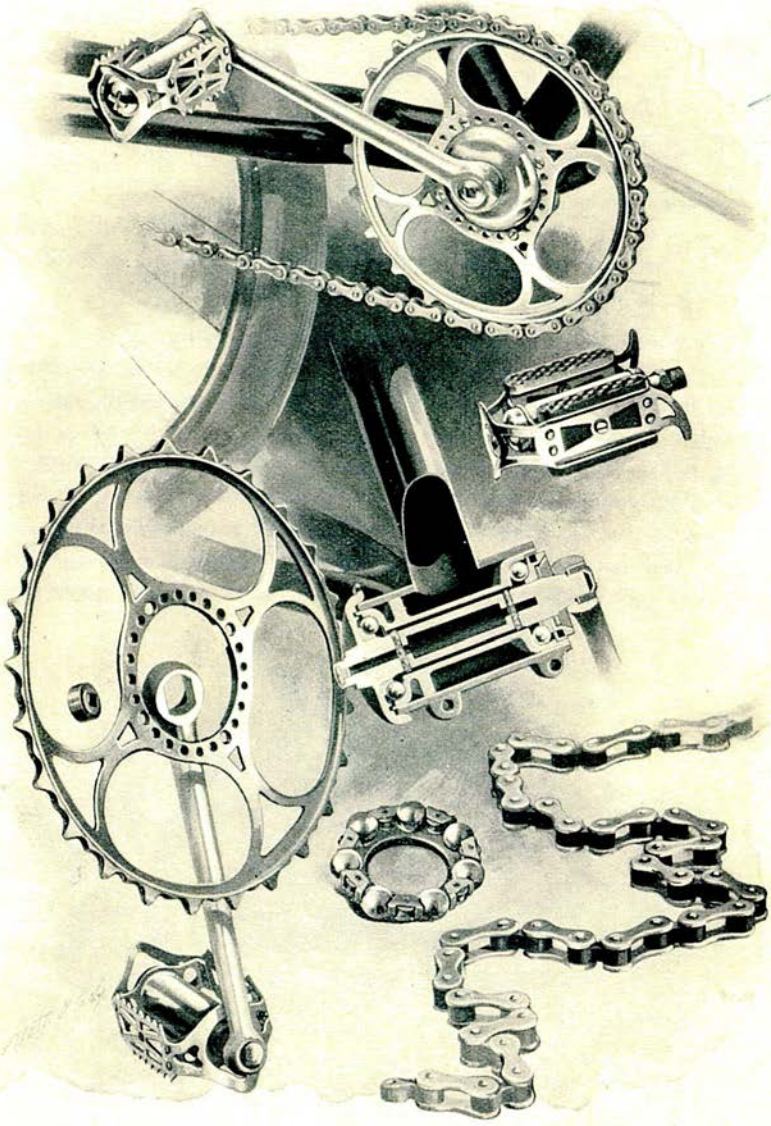
The crank axles have been strengthened by increasing the size of the spider — this insures against any tendency to work loose or break — and the axles are also constructed with right and left-hand screws, to prevent the possibility of their working loose.

Inverted cones at the frame head form a reservoir which keeps the bearings more uniformly lubricated. In the automatic oiling device the wick which feeds the oil to the bearings has been made longer, making lubrication more certain. All the axles and collars have been strengthened by increasing the thickness. This allows of them being screwed more tightly and of locking the adjustment more securely.

For the 1900 chain there has been devised a patent locking pin and nut — this does away effectually with the chain bolt and nut. It's a little thing, but is a big step forward in insuring safety and security to the rider. It is constructed by attaching to the chain a spring with a longitudinal slot which engages in a groove in connecting pin and springs over the chain bolt, and preventing the bolt from unscrewing or working loose.

Nothing has been done by guess or left to chance. All these and the many minor improvements combine

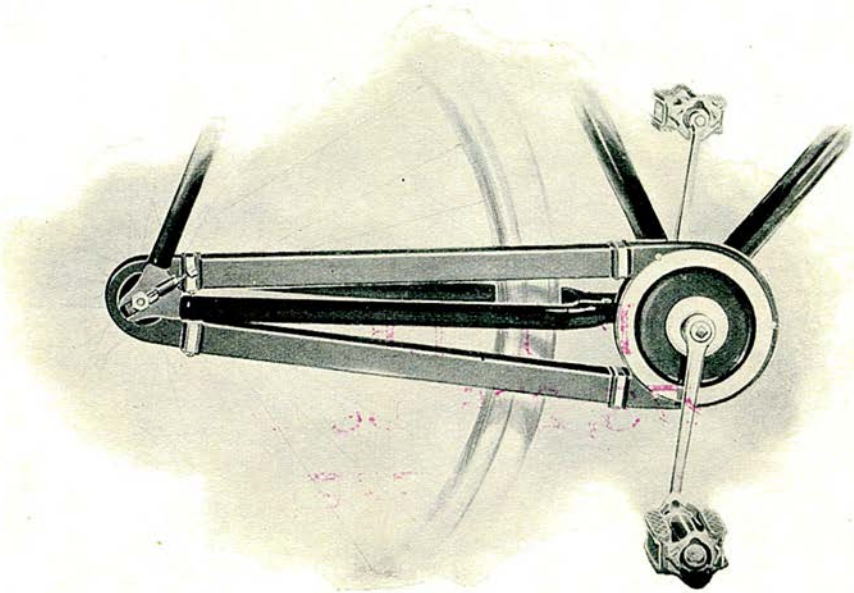



CLEVELAND

to enhance the Cleveland reputation and it merits continued confidence because of its uniform, unvarying and matchless quality.

The Cleveland for 1900 is a little lighter than last season, but it is a stronger and a handsomer wheel, having a grace and beauty of lines to a degree not heretofore attained, and so extreme is the accuracy of manufacturing, finishing and inspection, that, to quote the words of a well-known manufacturer a few years ago, makes a truism for the Cleveland to-day :—"The parts of ten thousand machines might be interchanged without affecting the adjustment of any one of the ten thousand."

The Canada Cycle and Motor Co., Limited, as successors to H. A. Lozier & Co., intend that Cleveland reputation shall continue to grow. Surrounded since the first by the best inventive genius in the world constantly improving and originating has brought the Cleveland Bicycle to the perfection it has attained to-day. This company has retained the same corps of mechanics who have been responsible for Cleveland construction heretofore—the same corps of mechanical experts whose scrutiny and care have been a guarantee of thoroughness—and will demand the same high standard of skill that will guarantee each model, each individual machine, a worthy successor to its predecessor.



To one not accustomed to estimating the greatness and immensity of a concern so mammoth as this, and the perfect system and discipline which governs it, the full meaning can hardly be appreciated. Equipped with every appliance of the most modern type, the Cleveland is built with the greatest of care—no expense is spared that will benefit the rider. The Cleveland aim is a high one. Everyone of the thousands employed carries his own individuality with him in this big organization, and justifies the repetition of the opening sentences: "a Canadian company, employing Canadian capital, Canadian skill and Canadian machinery in making an all-Canadian wheel for the Canadian people."

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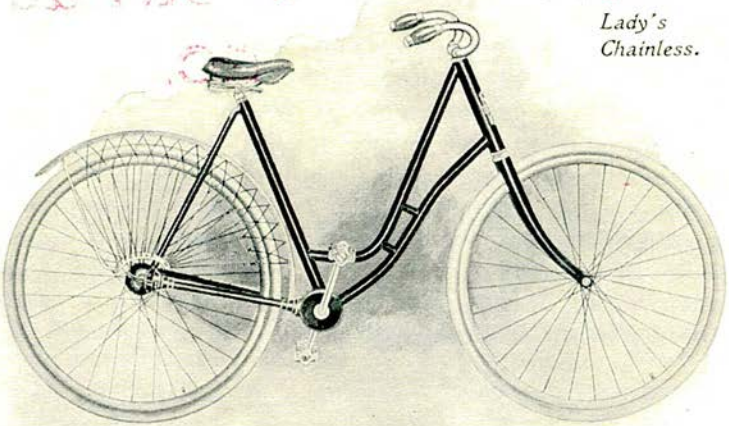
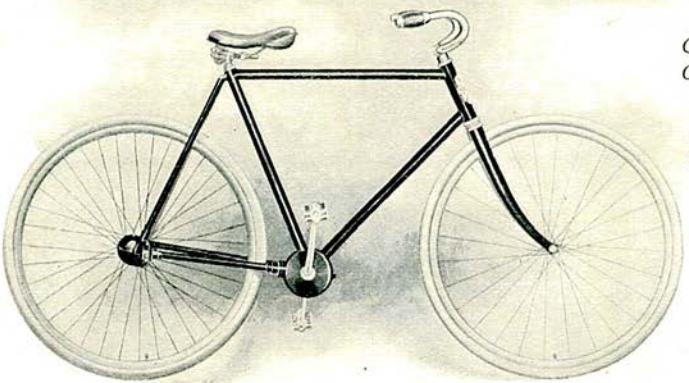


Lady's Chainless.



Gent's Chainless.

$80.00

P. T. LEGARÉ,
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QUEBEC.

Gents' and Ladies' Chainless.

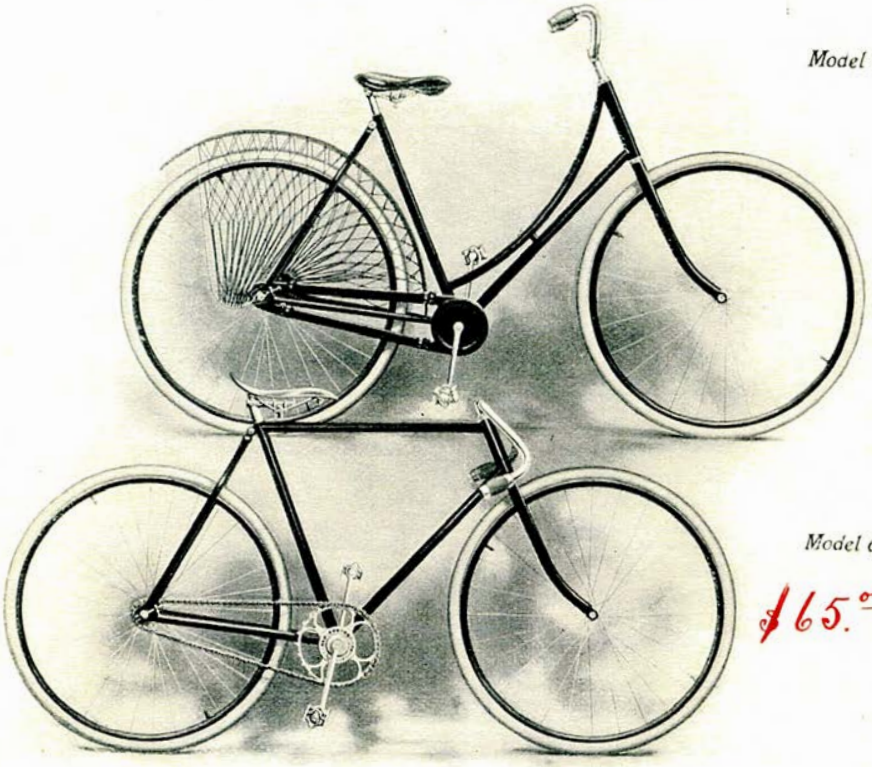
These models represent the highest development in the construction of chainless wheels to-day, possessing all the good points of all the best models that have heretofore been constructed on this principle—all that skill and costly equipment can do in insuring mechanical accuracy in the cutting and adjusting have been brought into play in producing the Cleveland chainless, and in studying, testing and examining of the minutest detail they will be found to be among the lightest, strongest and most rigid chainless models constructed—having grace in every line, and the maximum of durability and ease of running.

The ladies' chainless models embrace all the special features embodied in the men's, with the additional charm of absolute cleanliness.

SPECIFICATIONS.

	GENT'S—CHAINLESS		LADY'S—CHAINLESS	
	REGULAR	OPTIONS	REGULAR	OPTIONS
Frame	22-inch	24-inch.	22-inch	20-inch and 24-inch.
Finish	Bl'k, Nickel trim'gs.		Bl'k, Nickel trim'gs.	
Gear	73	84.	66½	73.
Handle Bars.	Reversible, No. 5.		No. 5, Reversible.	
Cranks	1-piece, 6½-inch, self-oiling		6¾-inch, 1-piece, self-oiling	
Pedals	Rubber	Rat-trap.	Rubber	
Saddle	No. 2	No. 1 or No. 4.	No. 3	
Tires	1½-inch Dunlop	1⅝-inch Dunlop, Hartford or Goodrich single tubes.	1½-inch Dunlop	Hartford or Goodrich.
Wheels	28-inch		28-inch	
Specialties, extra charge—Hand Lever Brake.			Specialties, extra charge—Hand Lever Brake.	

Model 66.
$60.00



Model 65.

Model 64.
$65.00

Models 64, 65 and 66.

These models this season, in addition to the many new and excellent features introduced last season, contain such new ones this, as improved lock nuts, fork crowns, crank axles, automatic oiling device, saddle springs, gear case, combined ball and roller bearings, and many other minor improvements, which will enhance the popularity of these models as light, easy-running, and handsome machines.

SPECIFICATIONS.

	MODEL 66—GENT'S	
	REGULAR	OPTIONS
Frame	22-inch	24-inch.
Finish	Black	Green.
Chain	Cleveland, 3-16 inch	
Gears	77 7-9	71 5-9, 80½, 87½.
Handle Bars	No. 5, Reversible	No. 8, Racing.
Cranks	7 inch oval spring steel	
Pedals	Cleveland Rat-trap	Rubber.
Saddles	No. 2	No. 1 or No. 4.
Tires	1½-inch Dunlop	1⅝-inch Dunlop or single tubes, Hartford or Goodrich.
Wheels	28-inch	

Specialties, extra charge—"New Departure" Rear Hub Brake, Lever Brake, Morrow Coaster and Brake, Gear Case (with Gears 70, 80½ or 92).

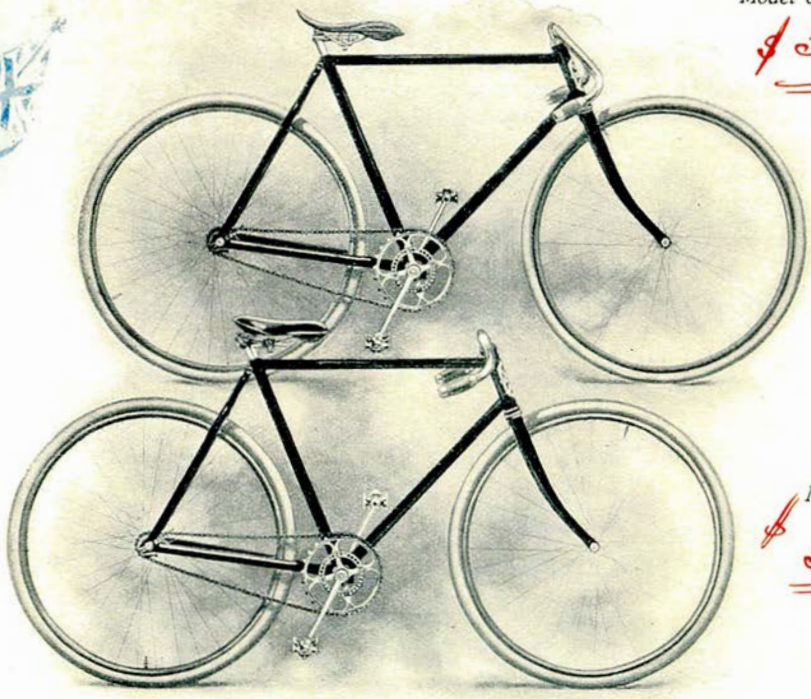
	MODEL 65—LADIES'		MODEL 64—RACER	
	REGULAR	OPTIONS	REGULAR	OPTIONS
Frame	21-inch	23-inch.	22-inch	24-inch.
Finish	Bl'k, Nickel trim'gs.	Green.	Bl'k, Nickel trim'gs.	Green.
Chain	Cleveland, 3-16-in.		Cleveland, 3-16-in.	
Gears	70	60.	83½	92.
Handle Bars	Butterfly	No. 5.	No. 8, Racing	No. 5, Reversible.
Cranks	6¼-in. oval spring steel.		6¼-in. oval spring steel.	
Pedals	Cleveland Rubber.		Cleveland Rat-trap.	Rubber.
Saddle	No. 3		No. 4	No. 1 and No. 2.
Tires	1½ inch Dunlop	Hartford or Goodrich, or 1⅝-inch Dunlop.	1¼-inch racing	1⅜-in. (r'd.), Hartford or Goodrich or 1½-in. Dunlop.
Wheels	28-inch		28-inch	

Specialties, extra charge—Gear Case (with Gears 70 or 60), Hand Lever Brake, Morrow Coaster and Brake.

Specialties, extra charge—"New Departure" Rear Hub Brake, Morrow Coaster and Brake, Gear Case (with Gears 66½ or 76).

Model 60.

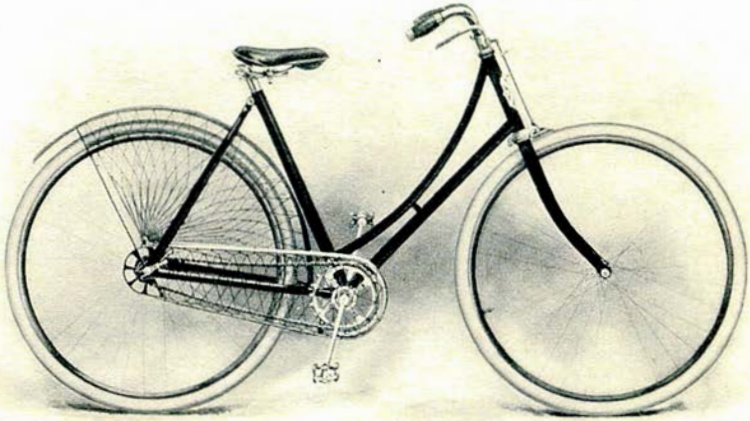
$50.00



Model 61.

$50.00

Model 62.



Models 60, 61 and 62.

These stylish models are good, honest, well-built wheels; splendid specimens of the high grade, up-to-date bicycle; perfectly finished, finely adjusted—simple, strong and durable—worthy successors to previous models bearing the same commercial number, and in comparison will not suffer in reputation with many a wheel that's listed to sell at a higher price. Model 60, while in general appearance similar to Model 61, is considerably lighter, being constructed with special tires, rims, spokes, frame, chain, etc.

SPECIFICATIONS.

MODEL 60. GENT'S

	REGULAR	OPTIONS
Frame	22-inch	24-inch.
Finish	Black, Nickel trimmings	Green.
Chain	Cleveland, 3-16-inch	
Gear	77 7-9	71 5-9, 80½, 87½.
Handle Bars	No. 5, Reversible	Nos. 5, 8 and Butterfly.
Cranks	6¾-inch spring steel	7-inch.
Pedals	Cleveland Rat-trap	Rubber.
Saddle	No. 2	No. 1 and No. 4.
Tires	1⅝-inch Dunlop	1⅝-inch Dunlop or single tubes, Hartford or Goodrich.
Wheels	28-inch	

Specialties, extra charge—"New Departure" Rear Hub Brake, Gear Case (with Gears 70, 80½ or 92).

MODEL 61. GENT'S

	REGULAR	OPTIONS
Frame	22-inch	24-inch.
Finish	Bl'k, Nickel trim'gs.	Green.
Chain	Cleveland, 3-16-in.	
Gear	77 7-9	71 5-9, 80½, 87½.
Handle Bars	No. 5, Reversible.	Nos. 5, 8 and Butterfly.
Cranks	6¾-inch spring steel	7-inch.
Pedals	Cleveland Rat-trap.	Rubber.
Saddle	No. 2	No. 1 and No. 4.
Tires	1⅝-inch Dunlop.	1⅝-in. Dunlop or single tubes, Hartford or Goodrich.
Wheels	28-inch	

Specialties, extra charge—"New Departure" Rear Hub Brake, Gear Case (with Gears 70, 80½ or 92).

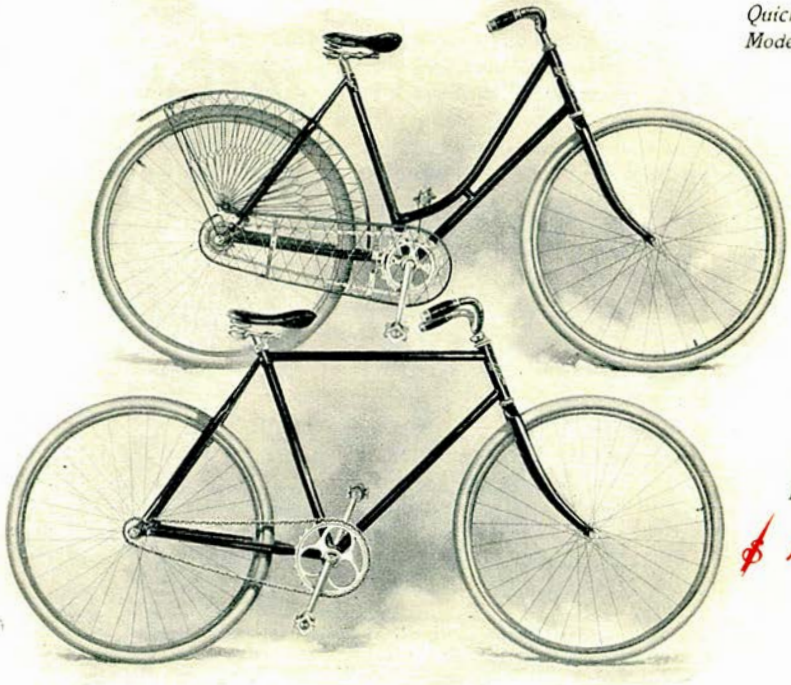
MODEL 62. LADY'S

REGULAR	OPTIONS
23-inch	21-inch.
Bl'k, Nickel trim'gs.	Green.
Cleveland, 3-16-in	
66½	63.
Butterfly	No. 5.
6¼-in. spring steel.	
Cleveland rubber.	
No. 3	
1⅝-inch Dunlop	Hartford or Goodrich or 1⅝-inch Dunlop.
28-inch	

Specialties, extra charge—"New Departure" Rear Hub Brake, Lever Brake, Gear Case (with Gears 62 2-9 or 70).

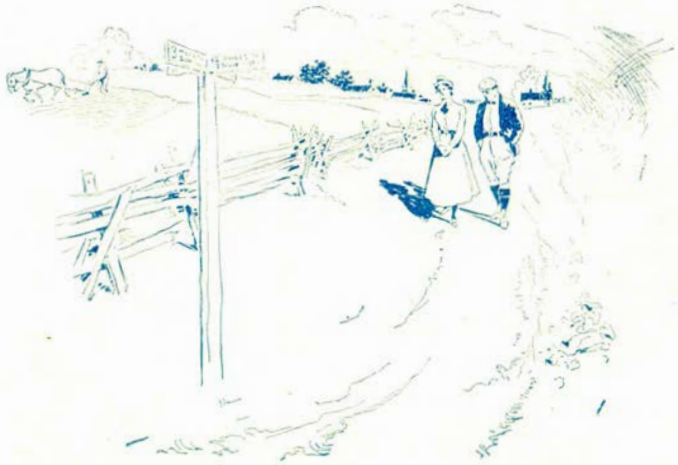
Specialties extra charge—Morrow Coaster and Brake.

Quickstep,
Model 11.



Quickstep,
Model 10.

$ 40.00



Models 10 and 11.

These models are as neat in design as any Cleveland made—constructed to meet the demand for a lower priced wheel. They possess many of the features of the highest grade, and will be found in detail and appearance the equal of, and superior to, many of the so-called high grade bicycles—are durable and strong and easy-running, and for a general purpose wheel as good as any man need ride. Made with the greatest care—excellent quality materials, and the list of options will enable any rider to gratify his own particular taste in equipment.

The ladies' Model 11, in all its parts is the equal of the men's model, and as thoroughly constructed. The lines are the neatest and the fittings and finish are all that could be desired in any mount.

SPECIFICATIONS.

	"QUICKSTEP." MODEL 10—GENT'S		"QUICKSTEP." MODEL 11—LADY'S	
	REGULAR	OPTIONS	REGULAR	OPTIONS
Frame	22-inch	23 and 24-inch	23-inch	21-inch.
Finish	Black	Green.	Black	Green.
Chain	Cleveland hardened block and pin		Cleveland hardened block and pin	
Gears	74⅔	72 4-5 and 80 8-9.	62 2-9	70.
Handle Bars.	No. 5, Reversible.		No. 5, Reversible.	
Cranks	7-inch.		6½-inch	
Pedals	Rat-trap	Rubber.	Rubber	
Saddle	No. 2	No. 1.	No. 3	
Tires	1½-inch Dunlop	1⅝ Dunlop or single tubes, Hartford or Goodrich.	1½-inch Dunlop	Hartford or Goodrich.
Wheels	28-inch		28-inch	
Specialties, extra charge—"New Departure" Rear Hub Brake.			Specialties, extra charge—Hand Lever Brake, "New Departure" Rear Hub Brake.	

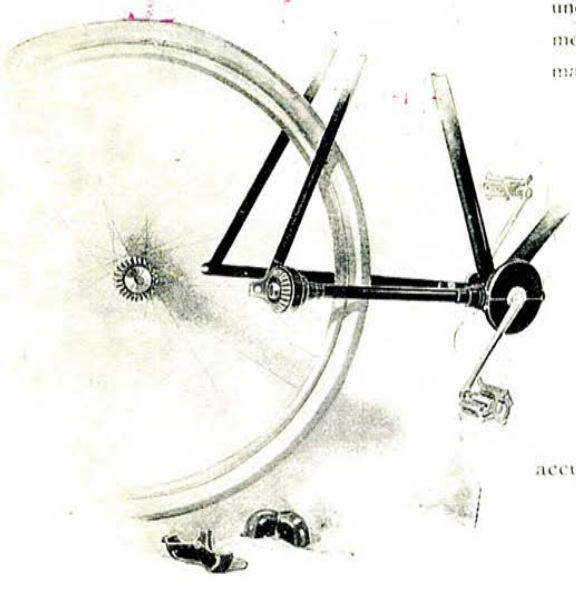
Chainless.

Inventive genius is everlastingly bringing to light and into practice new ideas. In no place in modern inventions is this more apparent than the bicycle, and no place in the bicycle more than in the introduction of the chainless gear.

The chainless bicycle is now well past the experimental period, it having reached that position where it can no longer be considered as such, and for the first time this season the Cleveland is presenting a chainless — ladies' and men's. While having all the good points in common with others of this type, it will be found to be both unique and distinctive.

Although this is the first Cleveland chainless model placed on the market, it is not by any means an experiment as mechanical experts in the Cleveland factory have been, for some time, studying, examining and testing the many ideas presented and ascertaining that principle which mechanically would be absolutely correct. The bevel gear having proved itself the best and most serviceable under all conditions was finally adopted.

Manufacturers agree that the great fault to be overcome in producing a perfect chainless has been a tendency of the gear after running for a short while, to lose its original adjustment and rigidity, thus causing an uneven motion. But experiments, and the introduction of machinery that is almost a marvel in intricacy ensures a perfect process in cutting the gears with mathematical accuracy, that in conjunction with the Cleveland thoroughness of construction, when placed in position remain so under the greatest strains and tests, retaining their adjustments and rigidity with absolute accuracy.



In general appearance the Cleveland chainless is similar to other chainless wheels, but it is built on ideas distinctly its own, with simplicity the prime factor in the gear construction.

Note the Cleveland driving action and mark the quick response of the gear to the slightest contact of the foot.

The Cleveland chainless embodies all the improvements and new features which are being introduced into this season's models, being constructed for the cycling public who appreciate a high ideal — made for the highest class trade.

The Cleveland chainless is practically a perfect wheel.

Simplest, safest, cleanest and most durable.

The most speed for the least effort.

The chainless idea—theoretical speculation reduced to fact, and put into practice.

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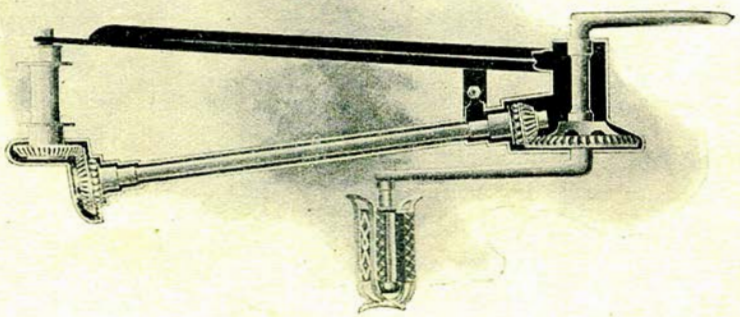
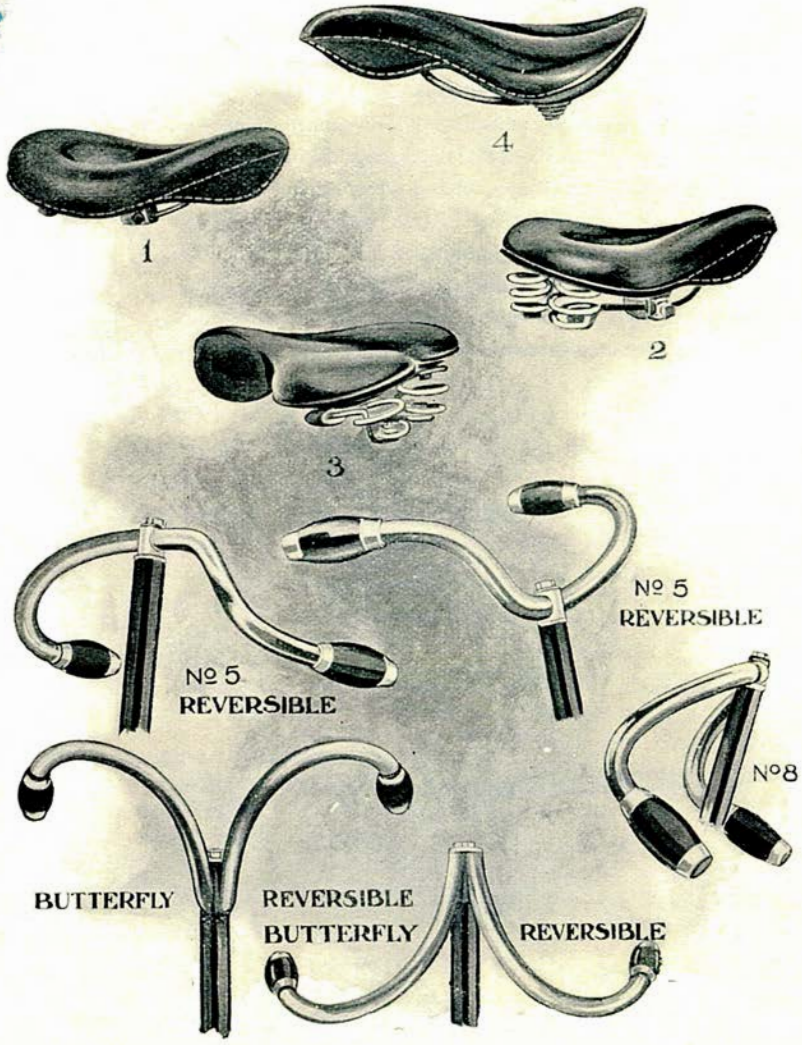



4
1
2
3
№ 5
REVERSIBLE
№ 5
REVERSIBLE
№8
BUTTERFLY
REVERSIBLE
BUTTERFLY
REVERSIBLE

Handle Bars.

Illustrated on the opposite page is the entire line of Cleveland Handle Bars. The types are many and various—but fads and fancies are legion, and because we want everybody's taste pleased we have not stinted in the number of designs, and are sure there's variety enough to meet all the requirements. The handsomest and most favored of last season's patterns have been retained.

They will be known as Nos. 5, 8, and Butterfly.

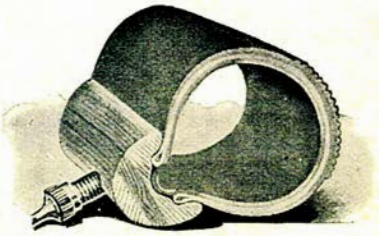
No. 5 is a reversible bar, and during the season just passed proved the most popular bar of the entire Cleveland line. In design it is extremely neat, and adds very materially to the grace of the machine. No. 8 is an adjustable bar, especially suitable for ladies.

The Butterfly, while it is reversible, is particularly adapted for a raised position. A glance at the illustration will show it possesses a full curve, permitting of an upright position being maintained by the rider without showing the handle bar post, which always looks unsightly.

Saddles.

Be the wheel ever so good, where's the pleasure of wheeling if the saddle is a poor one? Cleveland saddles are good saddles—made in our own factory—under "our own eye"—made of specially selected materials—every detail of construction subjected to the most rigid inspection before the parts are assembled. The Cleveland saddles are padded with the very finest quality of interlaced hair, which has been proven by experience to retain almost indefinitely the conformation of the saddle, and gives the rider more ease and greater comfort than any material used. Cleveland saddles are made in a variety of patterns, and will be known as Nos. 1, 2, 3 and 4. No. 1 is made of best quality russet leather, thickly padded with interlaced hair, and owing to its construction and design is very suitable for men. No. 2 is a counterpart of No. 1, with the addition of a coiled spring, making an ideal saddle for road riding. No. 3 is made especially for ladies. In material it is similar to No. 1 and No. 2. A glance at the illustration on opposite page will show what a tasteful and suitable design it is. No. 4 is a racing saddle, and will be found ideal in every respect.

Tires.

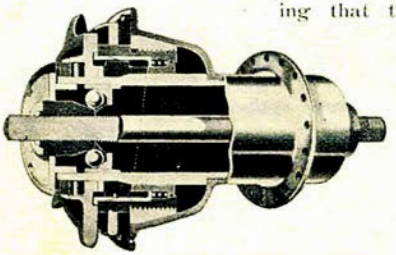


Because the Dunlop Tire stands to-day in the enviable position as the most popular tire on the market, with manufacturer, dealer and riding public alike, and because it is without an equal in reputation for resiliency, durability and simplicity of repair, it has been selected as the standard equipment on all Cleveland models. The "Dunlop" is specially adapted and recommended on chainless models, for the reason that a puncture does not necessitate the removal of the wheel to make the repair, and obviates the disturbing of the adjustments.

As options we will supply "Hartford" or "Goodrich" Single Tube Tires, as the standards of their kind.

Coaster and Brake.

We have made arrangements for supplying the Morrow Hub and Coaster-Brake on Models 60, 61, 62, 64, 65, 66, at a slight additional cost. This little equipment is practicable and reliable and meets a general demand for a free pedal and an automatic brake. As the cut printed here illustrates, the entire mechanism is contained in the rear hub—the slightest backward pressure on either pedal applies the brake instantly and has sufficient retarding force to check the wheel under all conditions—the brake is as simply and quickly released—while the pedals are stationary the rear wheel runs independently of the chain or cranks, and permits the rider to enjoy the pleasure of coasting, feeling in perfect security and safety, knowing that the wheel is under perfect control. The Morrow Brake is fully guaranteed by the manufacturer and not by the Canada Cycle and Motor Co., Limited.



Guarantee.

The Cleveland guarantee is a broad one, but it is a comprehensive one, and will always be interpreted with the greatest liberality possible in justice to maker and owner alike.

GUARANTEE :

We agree with the purchaser of each Cleveland bicycle to make good by repair or replacement, when delivered at our factory, transportation prepaid, any imperfection or defect in material or manufacture of such bicycle, provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed.

This guarantee does not cover the cost of repairing said bicycle when damaged by accident, misuse or neglect.

This guarantee continues for sixty days from the date of sale by the dealer.

This guarantee does not apply to tires, particulars of which are stated under the heading "Tires."

Tire Guarantee.

Every tire is guaranteed by the *maker*, and they agree with the purchaser to make good by repair or replacement—at their option—when delivered to them—transportation prepaid—any imperfection or defect in the material or making of such tire, providing that such imperfection or defective tire shall be referred to them before any claim or replacement shall be allowed. This agreement does not apply to tires on which any anti-leaking preparation has been used, or to racing tires. The guarantee for Dunlop Tires expires twelve months from date of sale, and for all other tires on December 31st, 1900.

Time and express will be saved by communicating with the manufacturers direct, and not with the Canada Cycle and Motor Co., Limited.

P. T. LEGARÉ,
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